



Environmental Justice Element of the 2045 Metropolitan Transportation Plan



Cumberland County



Town of Eastover



City of Fayetteville



Fort Bragg



Harnett County



Hoke County



Town of Hope Mills



Town of Parkton



City of Raeford



Robeson County



Town of Spring Lake

March 27, 2019

Continuing • Comprehensive • Cooperative • Transportation Planning

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Introduction

Over the last two decades, attention to the impact of environmental burdens on particular segments of American society has been steadily growing. Concern that minority and low-income (MLI) populations bear a disproportionate amount of adverse health and environmental effects has resulted in a growing body of evidence and a variety of responses from the federal government. This plan is part of the Fayetteville Area Metropolitan Planning Organization's (FAMPO) work to identify, analyze, and address environmental justice issues.

Environmental Justice (EJ) can be defined as the right to a safe, healthy, productive, and sustainable environment for all, where "environment" is considered in its totality to include the ecological (biological), physical (natural and built), social, political, aesthetic, and economic setting. Environmental Justice refers to the conditions in which such a right can be freely exercised, whereby individual and group identities, needs, and dignities are preserved, fulfilled, and respected in a way that provides for self-actualization and personal and community empowerment.

Principles and Guidelines for EJ

According to the United States Department of Transportation (USDOT), there are three fundamental Environmental Justice principles:

- 1) Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- 2) Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- 3) Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Minority groups are those persons who are Black, Hispanic, Asian American, American Indian or Alaskan Native. These minority populations are those that are readily identifiable groups who live in geographic proximities who will be affected by a proposed FAMPO program, policy, or activity. (Ref: DOT Order on Environmental Justice)

Low-Income Populations are those groups whose household income is at or below the Department of Health and Human Services poverty guidelines and who will be affected by a proposed FAMPO program, policy, or activity. (Ref: DOT Order on Environmental Justice)

Environmental Justice is a required plan for agencies receiving federal financial assistance, per federal Executive Order 12898, established in 1994, and the Fayetteville Area Metropolitan Planning Organization (FAMPO) is the recipient of and administers Federal Transportation Funds. Federal Executive Order 12898, similar to the Title VI of the Civil

Rights Act of 1964, seeks to ensure inclusion and participation from persons among low-income and minority communities in the planning process.

Specifically, the federal Executive Order reads: *“Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”*

Title VI of the Civil Rights Act of 1964 reads: *“No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any programs or activity receiving federal financial assistance.”*

A key element of this duty lies in first identifying areas that are predominately minority and low income. Using various census data FAMPO generates maps depicting percentages of minority, low income, disabled, and other disadvantaged populations within the planning area, as described further in this document.

EJ Related Definitions

American Indian and Alaska Native - A person having origins in any of the original peoples of North and South America (including Central America) and who maintain tribal affiliation or community attachment.

Asian - A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.

Black or African American - A person having origins in any of the black racial groups of Africa.

Block Group - A unit for the census data reporting formed by a cluster of census blocks. Census block groups generally contain between 250 and 500 housing units.

Environmental Justice- As defined by the Federal Highway Administration (FHWA): “[...assuring] that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.”

Hispanic or Latino - A person of any South or Central American origin or any other Spanish culture or origin, regardless of race.

Linguistically Isolated Household - Linguistic isolation is dependent on the English-speaking ability of all adults in a household. A household is linguistically isolated if all adults speak a language other than English and none speaks English “very well.”

Low-Income - Having an annual income that is less than a predetermined cutoff. For administrative purposes, the government utilizes the U.S. Department of Health and Human Services poverty guideline as the cutoff. The U.S. Census Bureau uses a different set of money income thresholds for statistical purposes. For our purposes, we use the U.S. Census Bureau’s thresholds.

Minority - An individual or group of individuals that are Hispanic, Asian-American and Pacific Islander, African-American, American-Indian or Alaskan Native

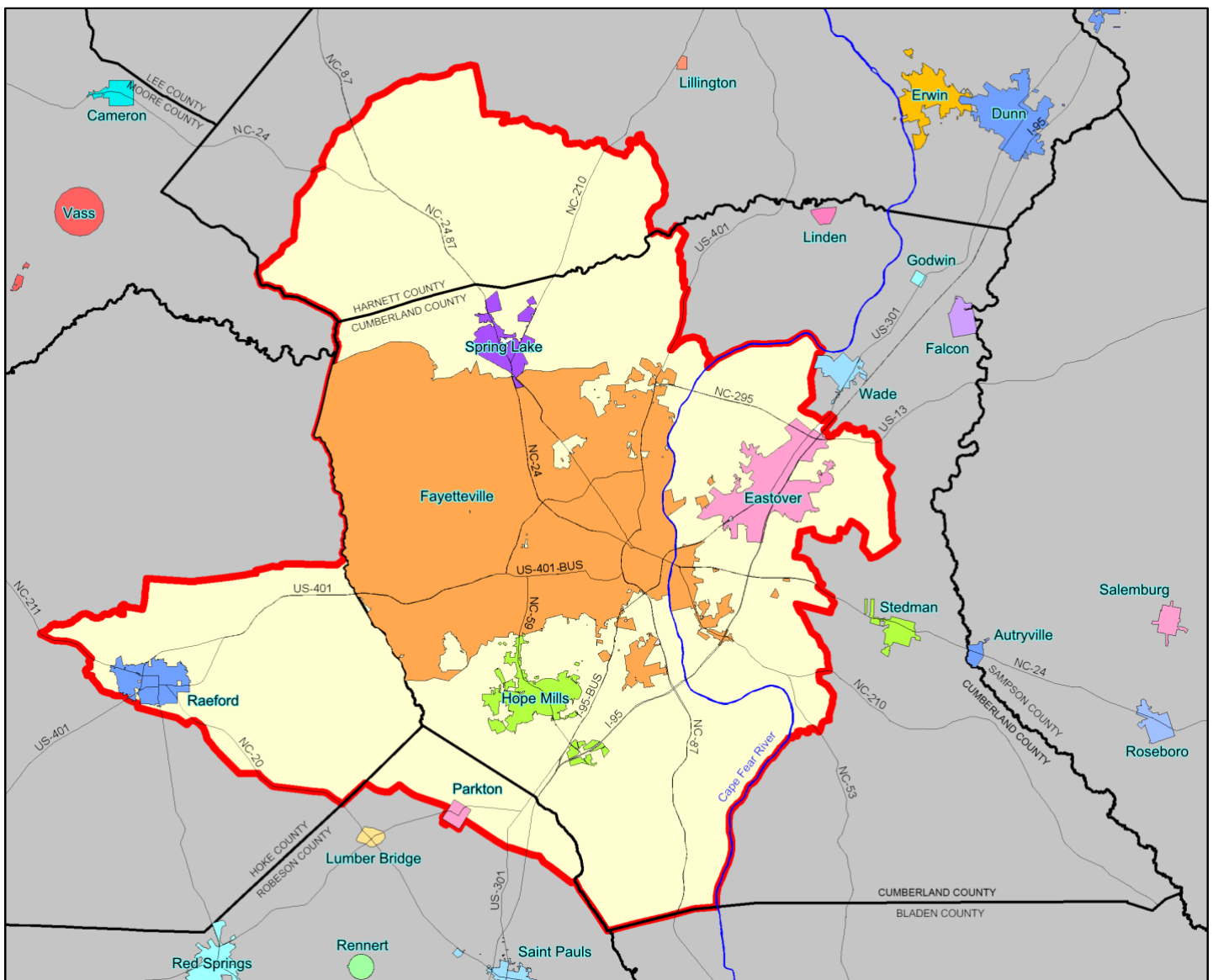
Native Hawaiian or Other Pacific Islander - A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islanders.

Site-Specific Analysis - An analysis intended to assess whether a specific identified site or area (the Community of Concern) is an Environmental Justice area or poses Environmental Justice concerns.

Title VI - Title VI of the 1964 Civil Rights Act, 42 U.S.C. 2000(d) et seq., as amended.

Defining FAMPO and its Planning Area

The Fayetteville Area Metropolitan Planning Organization (FAMPO), located in Eastern North Carolina along the Cape Fear River, includes the Cities of Fayetteville and Raeford, the Towns of Eastover, Hope Mills, Parkton and Spring Lake, Fort Bragg Military Reservation and Pope Army Airfield, and portions of Cumberland, Harnett, Hoke and Robeson Counties. FAMPO has been in existence since the early 1960s. In 1965, prompted by Section 134, Title 23 of the United States Code, a Memorandum of Understanding was executed between the Jurisdictions within Cumberland County that formed the Transportation Planning Area to provide "...A continuing, comprehensive transportation planning process carried on cooperatively (3-C) by States and local communities."



MPOs in urbanized areas with a population over 50,000 are required to go through a process to receive federal funding for transportation projects. The process initiates a partnership between local, state and federal governments who make decisions about transportation planning as well as helps to meet planning requirements established by federal agencies authorizing legislation for funding. MPOs with populations over 200,000 are defined as Transportation Management Areas (TMAs). FAMPO is also a TMA and conducts transportation planning in cooperation with local, state and federal governments to develop multimodal transportation plans, travel models, funding allocations for transportation improvements, project planning, environmental impacts and air quality. FAMPO also works with local governments to coordinate land use and transportation planning.

Who Makes Decisions for FAMPO?

The policy board for FAMPO is the Transportation Policy Board (TPB), which is made up of elected officials from each of the member governments and the Board of Transportation. TPB operates with recommendations from the Transportation Coordinating Committee (TCC), a staff level committee comprised of technical experts, and the Citizens Advisory Committee (CAC) which includes interested citizens and representatives of historically underserved groups that volunteer to represent the general public in the transportation planning process. CAC members are appointed by the TPB. The membership and voting structures of these Committees were established through the Memorandum of Understanding between all participating governments and the Committees' Bylaws.

Responsibilities of FAMPO

Disproportionately High and Adverse Effect on Minority and Low-Income Populations is defined as an unfavorable effect that is predominately borne or will be suffered by a minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Through the years, FAMPO has strived to ensure that EJ populations are fully engaged with the transportation planning/projects selection process. This EJ Plan is an update to the 2040 Environmental Justice document adopted on July 1, 2015. Included is the mapping of the Minority and Low-Income sub-groups for additional identification at the Transportation Analysis Zones (TAZ) or Block Group Level and recognizing the transportation needs of the identified groups.

Full and fair participation by all potentially affected communities in the transportation decision-making process is ensured by the documentation and evaluation of the public involvement process included in the Metropolitan Transportation Plan (MTP), a significant and extensive systems level document that demands an inclusive, exhaustive and comprehensive approach to public participation, utilizing both quantitative and qualitative analyses to measure environmental benefits and burdens.

Assessment of benefits and burdens of transportation plans/programs with respect to target population will prevent the denial of, reduction in or significant delay in the receipt of benefits by low-income or minority populations. Through this process FAMPO will:

- Continue to ensure Title VI compliance concerning FAMPO's Metropolitan Transportation Plan and Transportation Improvement Program (TIP);
- Continue to distribute fairly all transportation investments by identifying and addressing the needs and residential, employment and transportation patterns of low-income, minority, and disadvantaged/challenged populations within the metropolitan area; and
- Continue to actively engage all facets of the community including low-income, minority, and disadvantaged/challenged populations in the transportation planning process through public involvement.

When Should EJ Issues be addressed?

EJ issues will be addressed as early as possible in the planning process for socioeconomic, fluidity, cost, time and project management reasons, since doing so allows for an integrated and streamlined planning process. Our consistent ability to address EJ issues early in the transportation planning process has provided an effective means toward improving the transportation planning decision-making process.

FAMPO's Inclusionary Planning Commitment

Addressing EJ during the transportation decision making process will allow FAMPO to:

- Continue to make better transportation decisions that meet the needs of all people by including the needs and involvement of all people.
- Work with FAST and other agencies to design transportation facilities that fit harmoniously into the community.
- Continue to enhance the public-involvement process, strengthen community-based partnerships, and provide all populations with opportunities to question and improve the quality and service of transportation in their lives.
- Continue to improve data collection and monitor and evaluate tools that assess the needs and analyze the potential impacts on all populations.
- Continue to partner with other public and private agencies to leverage transportation resources to achieve an inclusive planning vision.
- Continue to minimize and or mitigate unavoidable impacts by identifying EJ concerns early and providing offsetting alternatives and/or enhancement measures to benefit affected communities and neighborhoods.

- Continue to coordinate our planning efforts with the region's land use planning, including the 2030 Cumberland County Growth Vision Plan. This Plan has specific, community developed visions for the future transportation system and addresses the mobility needs of minority and elderly populations.

Methodology: Ensuring Environmental Justice

FAMPO recognizes the transportation needs of those persons most likely to be affected by EJ by identifying and mapping the locations of populations traditionally underrepresented in the transportation planning process and assesses the benefits and burdens of transportation plans to ensure fair treatment and meaningful involvement.

FAMPO's EJ Plan prevents the denial of, reduction in or significant delay in the receipt of any environmental benefits by all within the planning area.

FAMPO's methodology allows for the following:

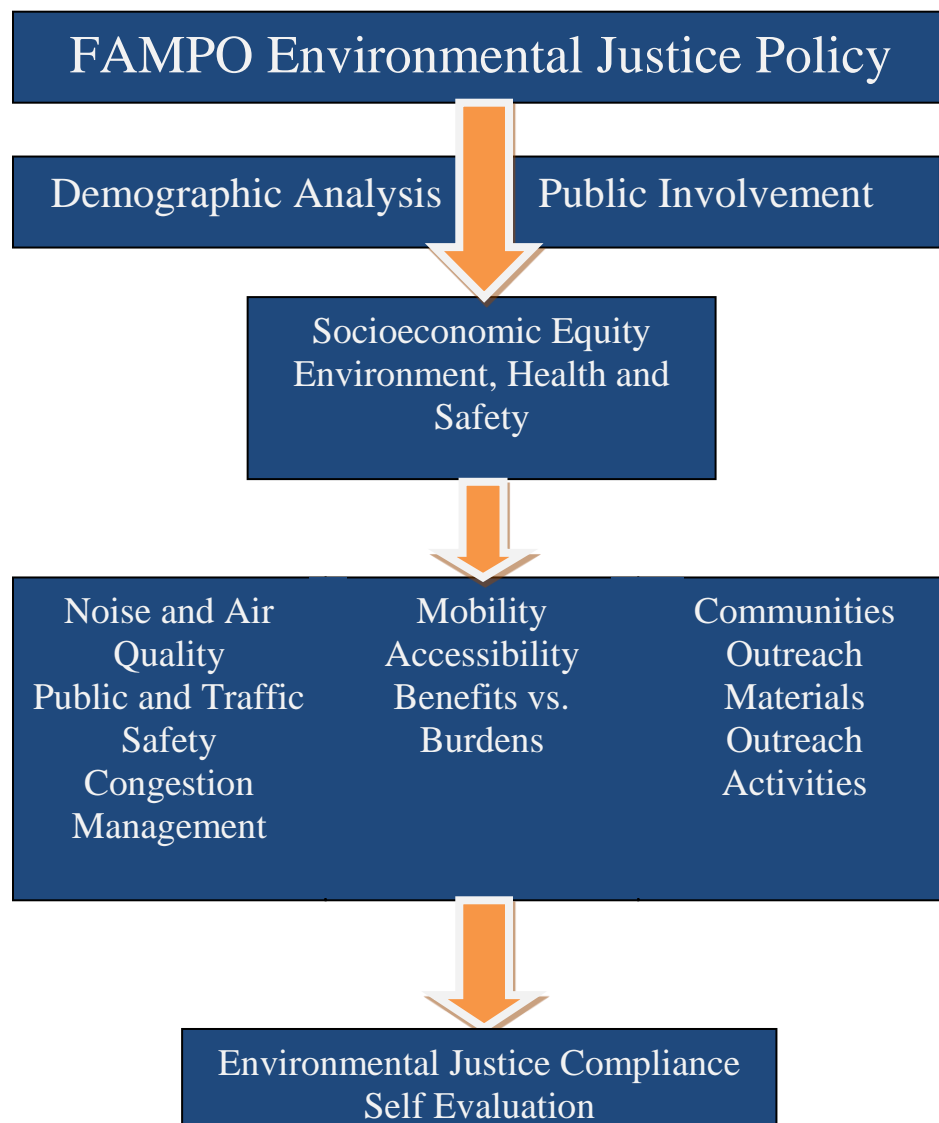
- 1) Review of the racial, ethnic and income-distribution patterns provided by various Census data in preparing a demographic profile of the planning area.
- 2) Conduct further analysis to include the elderly, linguistically isolated and disabled populations using Census data to prepare a demographic profile.
- 3) Calculate the percentages of low-income, elderly and minority populations for each Census Block Group within the planning area to determine areas predominantly minority and/or low income.
- 4) FAMPO uses maps for visual representation of:
 - a) Minority Populations
 - b) Low Income Population
 - c) Elderly Population
 - d) Disabled population
 - e) Linguistically Isolated Population
 - f) Transportation Improvement Program (TIP) projects within the planning area
 - g) FAST Transit service within the planning area
- 5) FAMPO fulfills requests, made at least one week in advance of events, for bi-lingual speakers, interpreters, translators and services for the hearing and visually-impaired, if necessary and when possible and practicable.
- 6) FAMPO events are held at Americans with Disabilities Act (ADA) accessible meeting places.

Compliance Procedure & Methodology in the Transportation Planning Process

The Fayetteville Area Metropolitan Planning Organization (FAMPO) understands that transportation projects that are included in FAMPO's Planning and Programs have environmental benefits and environmental burdens.

The implementation of this plan necessitates bartering between these environmental benefits and burdens.

FAMPO uses environmental justice equity analyses and public outreach to qualify and quantify potential environmental benefits and burdens and to help elected officials make equitable decisions.



Our goal is to use qualitative and quantitative methodologies designed to make certain that environmental benefits and burdens are not dispensed unfairly across communities in the FAMPO management area as a direct result of our planning and programs. FAMPO will modify this procedure as necessary to achieve compliance with federal environmental justice rules, policies, and FHWA proposed revisions to planning regulations.

FAMPO's environmental justice compliance policy embraces the following points:

- Continue to evaluate and respond as needed to environmental justice issues that arise during the implementation of transportation plans.
- Provide early, consistent and meaningful public access to transportation planning decision making processes to all interested and affected parties, including identified minority and low-income communities.
- Pursue and include the documented input of traditionally underrepresented communities early and consistently throughout the transportation planning process.
- Continue to take steps to recommend actions that minimize burdens and/or recommend alternative solutions when disproportionately high and adverse impacts on minority or low-income communities are clearly identified.
- Commitment to continuous analysis of environmental justice policies.

Equity Analysis

FAMPO's equity analysis has two major components:

1. Focusing on distribution of environmental impacts and
2. Calculating net benefits, accessibility and mobility.

FAMPO continues to develop responses to these components including:

- Environmental, Health and Safety Equity
- Socioeconomic Equity
- Response to Analysis and Mitigation
- Environmental Compliance Self Evaluation

FAMPO's approach is to continue to devise ways to estimate the distribution of environmental impacts and net benefits across income and ethnic groups.

FAMPO's estimated distributions are evaluated against the appropriate goal – an equal share for all groups, whenever appropriate, or a more beneficial outcome for underrepresented groups if redistribution is desired.

Environmental Justice in the Public Involvement Process

FAMPO documentation and evaluation of the public involvement process is done by:

1. Actively involving the public and using their documented feedback when discussing existing and proposed transit routes and schedules with FAST.
2. Involving the public and using their feedback when developing the Metropolitan Transportation Plan.
3. Attending all phasing meetings, walk-in meetings, informational workshops and public meetings sponsored by the NC DOT to ensure that local interests are addressed according to EJ guidelines.
4. Actively referring to a FAST-maintained, Minority Business Enterprise (MBE) / Disadvantaged Business Enterprise (DBE) mailing list and/or database of names and organizations of minority leaders interested in any transportation committee.
5. Regularly updating and revising FAMPO meeting venues for improved public involvement, community accessibility and non-traditional worker convenience.
6. Attending established community gatherings where FAMPO planners can engage many citizens in a comfortable setting.
7. Working with local leaders and community-based organizations to identify the most effective channels for reaching and scheduling meetings and ensuring meaningful participation from traditionally underrepresented communities.
8. Ensuring continuous “meaningful involvement” in public involvement efforts by:
 - Advertising in newspapers, including local minority publications.
 - Sending direct mail or email.
 - Conducting press releases.
 - Delivering public service announcements (PSAs) through various media.
 - Conducting community presentations and long-range transportation plan visioning sessions.
 - Soliciting citizens’ involvement via festivals, email and online surveys.

Regularly updating the FAMPO website at www.FAMPO.org.

FAMPO's Identification of Specific Barriers to Public Involvement

FAMPO has identified specific barriers which may hinder participation and “fair treatment and meaningful involvement” in the transportation planning process.

- a. Culture
- b. Language
- c. Mobility
- d. Disabilities
- e. Socioeconomics
- f. Income
- g. Education

FAMPO actively strives to remove these barriers by applying the methodologies and initiatives described in previous pages to include translators, transit accessible meeting locations and participating in neighborhoods and at area events.

To ensure meaningful public participation in the development of the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP) and to maximize communication between its citizens and the TPB, FAMPO implements the following steps:

Communication:

- Seek early input through ongoing public comment and review this input before development and issue of the Draft MTP and MTIP.
- Seek public comment on the draft documents. During this period, the public has an opportunity to question, comment and state individual and/or community positions on the transportation policy direction proposed in the Draft MTP and MTIP.

Seek additional public comment prior to final approval by the TPB.

Outreach Material:

FAMPO develops flexible outreach material and provides the public with similar and consistent appropriate levels of information (ranging from general to very specific) on the MTP and MTIP. Outreach material matches the range of public transportation planning knowledge which includes, but is not limited to, the following:

- public comment forms
- community surveys
- community dialogue agendas
- general and technical PowerPoint presentations
- task force fact sheets
- FAMPO quarterly newsletters

All outreach material may be translated, interpreted and/or delivered upon request to match specific community needs in terms of content, language, barriers and inconveniences.

Outreach Activities:

FAMPO conducts a set of flexible local outreach activities in order to effectively involve and meaningfully engage the public in the MTP planning process and MTIP developments including, but not limited to:

- FAMPO community database, mail or email list
- local participation through public meetings
- community dialogues/discussions via www.FAMPO.org
- online access to the FAMPO Draft MTP and MTIP documents

Documentation:

- Following each contact with the public – whether through written or oral communication – every comment, question, compliment, complaint or concern is recorded in writing.

All public comments are responded to at the earliest possible time, or immediately referred to the appropriate MPO staff member or cooperating agency in a timely manner.

- Public comments received are monitored and documented on an ongoing basis and revisited whenever warranted.

Environmental, Health and Safety Equity

1. **Demographics** identify whether minority, low-income or other disadvantaged communities are present in the area affected by potential transportation projects.

FAMPO evaluates geographical areas based on Census Bureau data to determine if the area is a minority, low-income or other disadvantaged community.

2. **Noise/Noise Pollution** identifies disadvantaged communities present in the area affected by potential transportation projects.

FAMPO evaluates the community's projected noise impact and uses Federal Aviation Administration (FAA) information that considers noise impacts over 65 decibels (dB) to be significant. (Typically, outdoor highway noise criteria range from 57 to 72 dB, depending on the property's use.)

3. **Traffic Congestion** weighing time savings against time burdens.

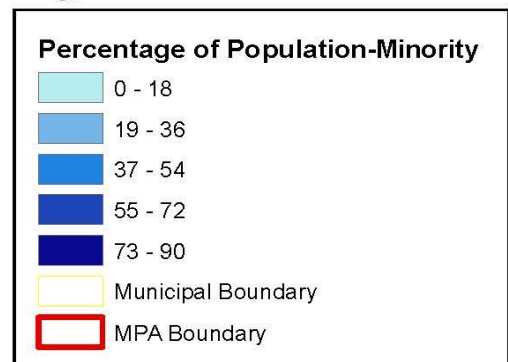
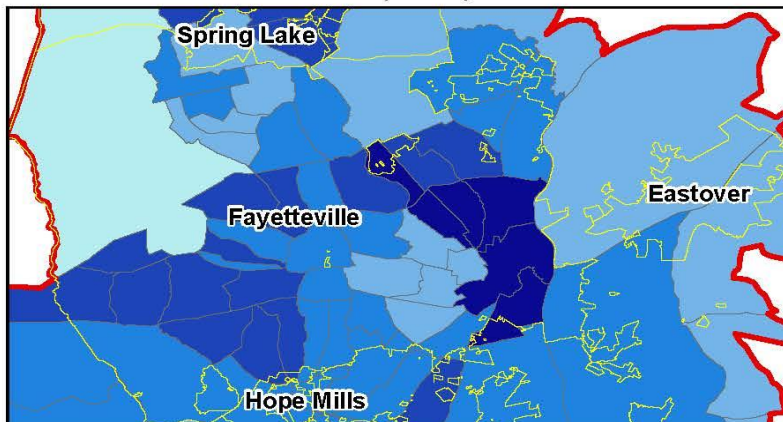
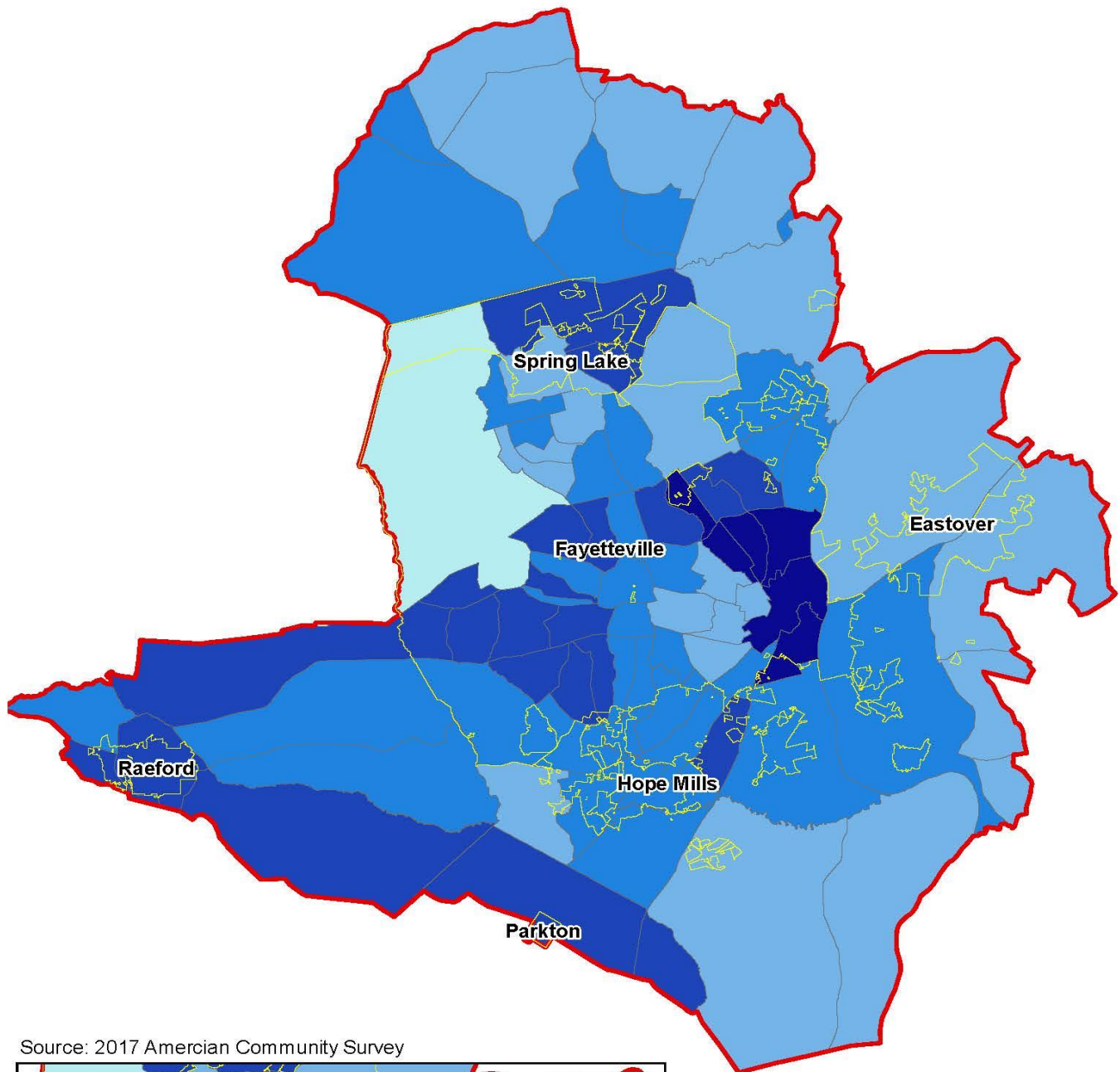
FAMPO evaluates transportation planning traffic congestion impacts on disadvantaged communities by comparing the benefits and burdens of realignment, relocation or resurfacing road projects and transit improvements.

4. **Public Safety/Traffic Safety** considers traffic-related injuries and accident rates and includes complaints about excessive speeding.

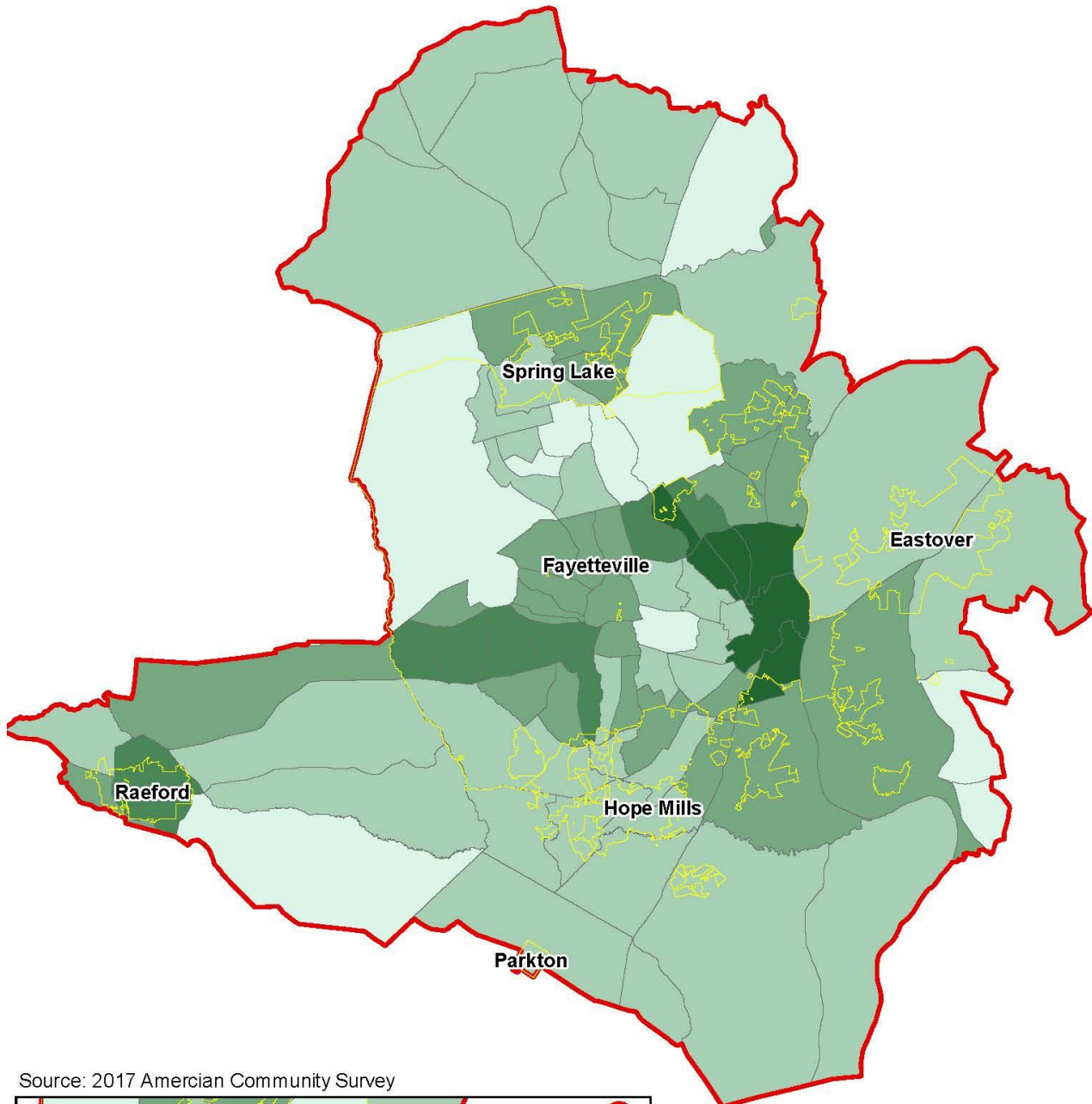
FAMPO evaluates public safety/traffic safety impacts on disadvantaged communities by comparing the benefits and burdens experienced throughout the transportation management area. There should not be disproportionately more traffic related injuries, accident rates or fatalities in disadvantaged communities as a direct result of improvements to highways, public transportation, bicycle, sidewalk and pedestrian facilities, improvements to railroads, freight lines or public airports.

MAPS

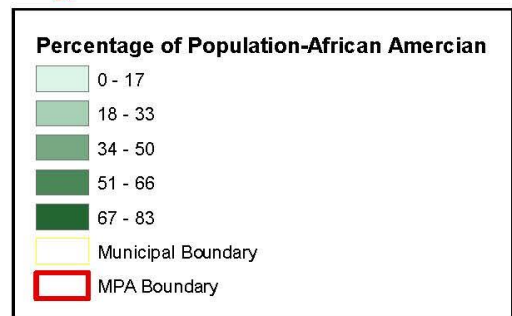
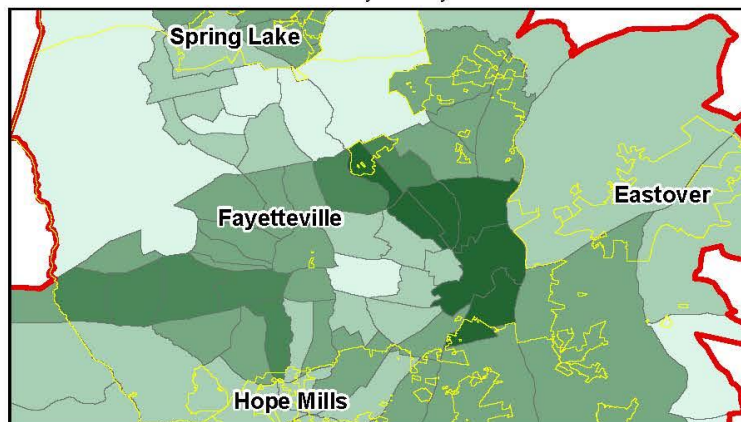
Map 1 - Minority Population



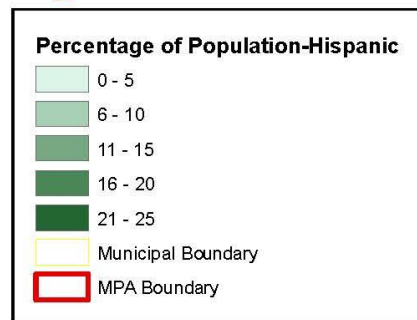
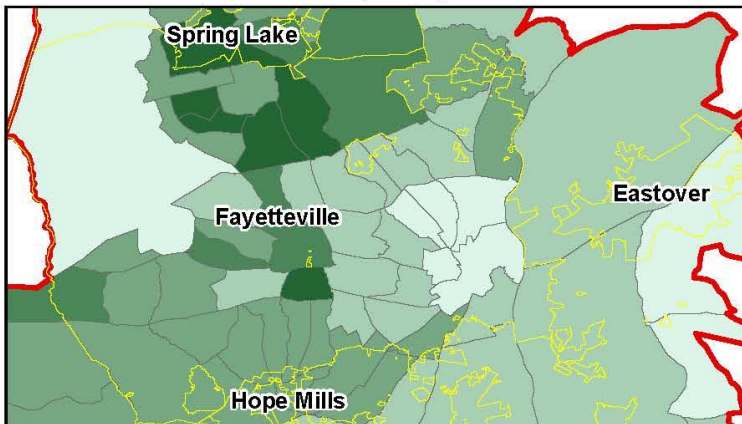
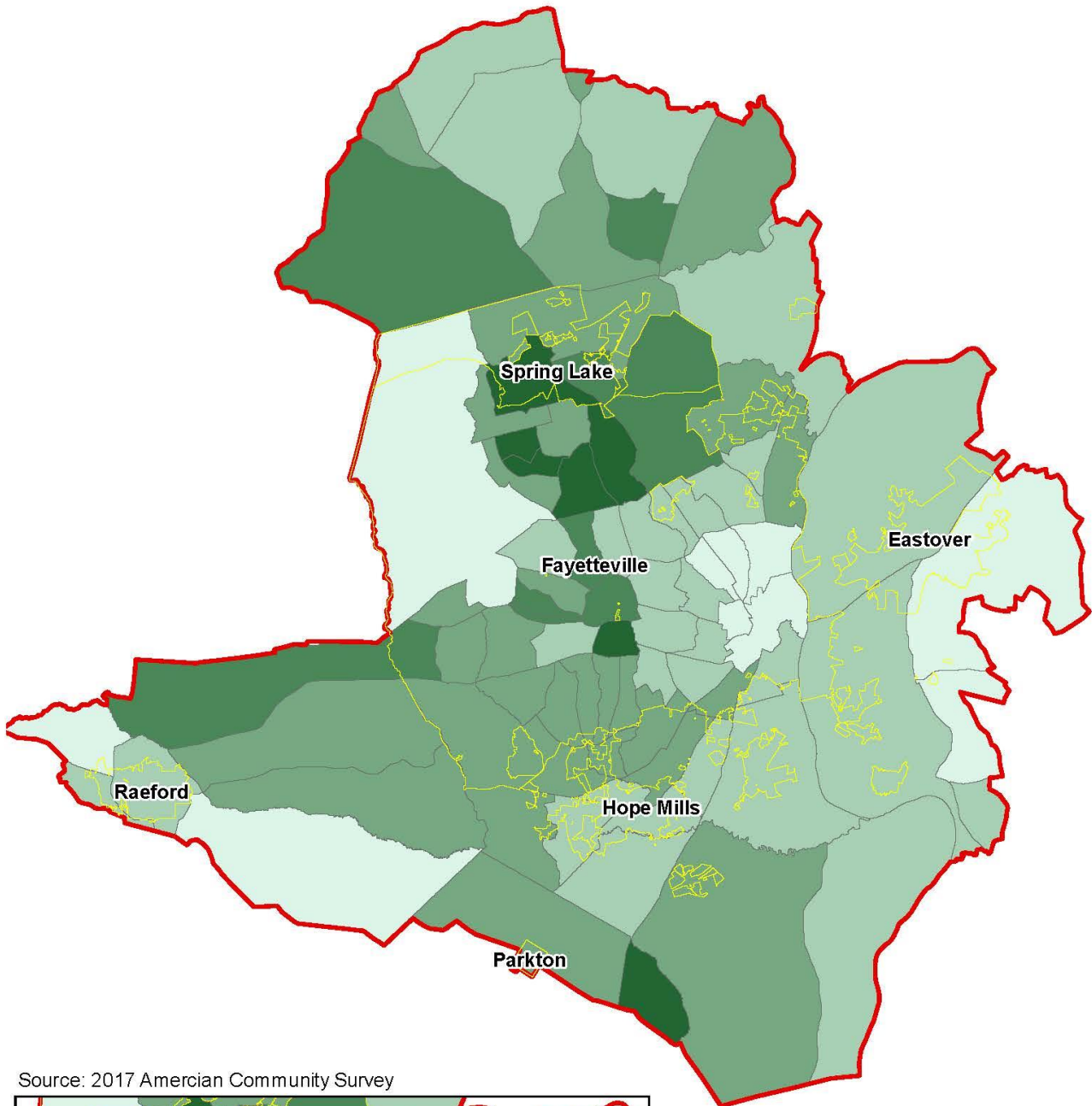
Map 2 - African American Population



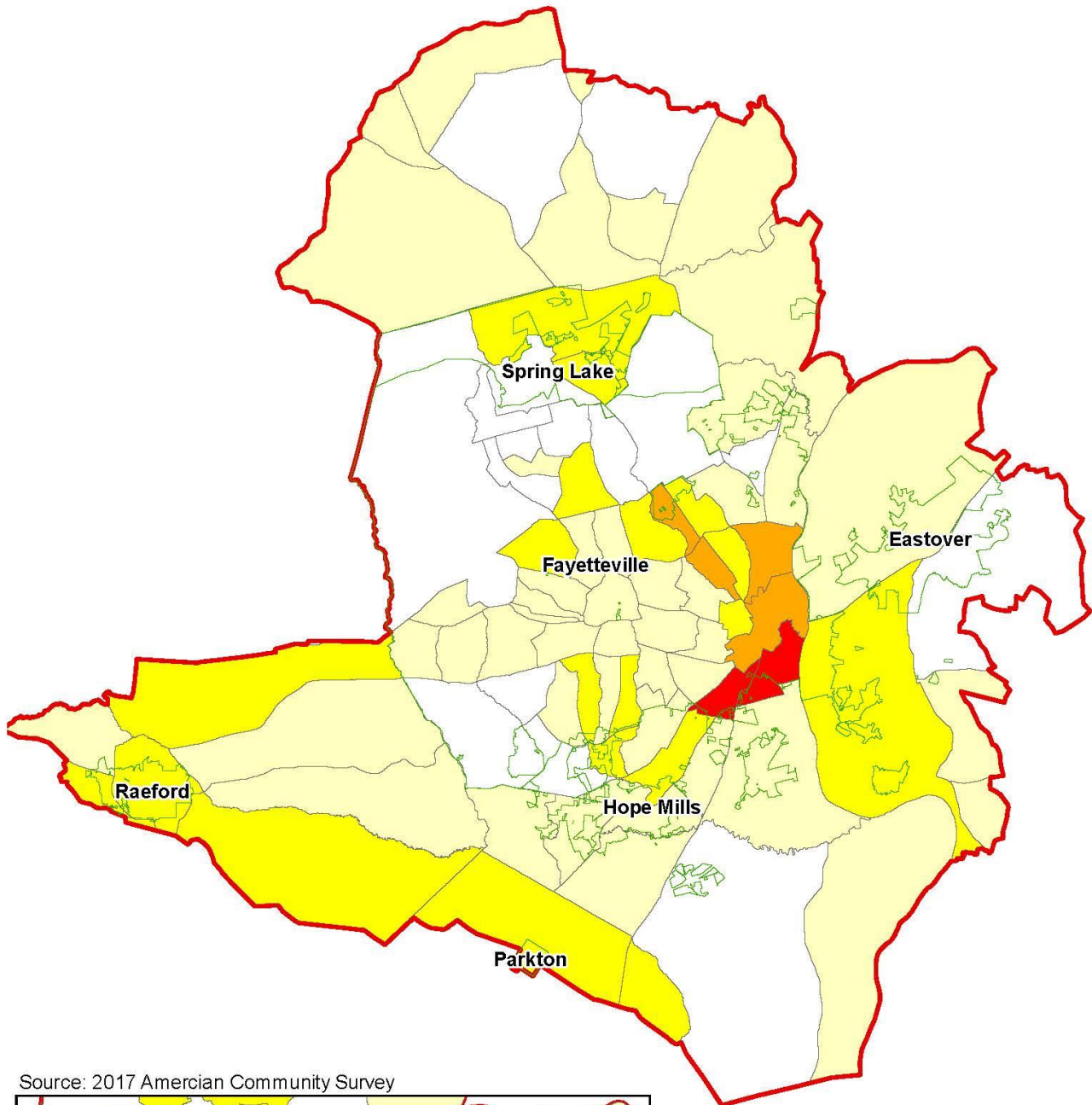
Source: 2017 American Community Survey



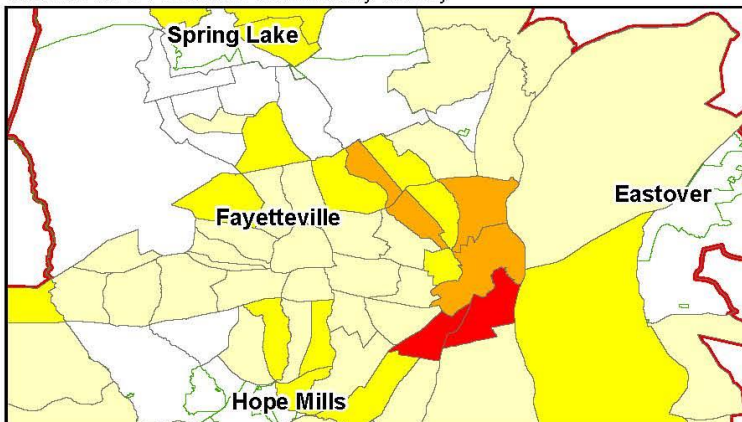
Map 3 - Hispanic Population



Map 4 - Low-Income Population



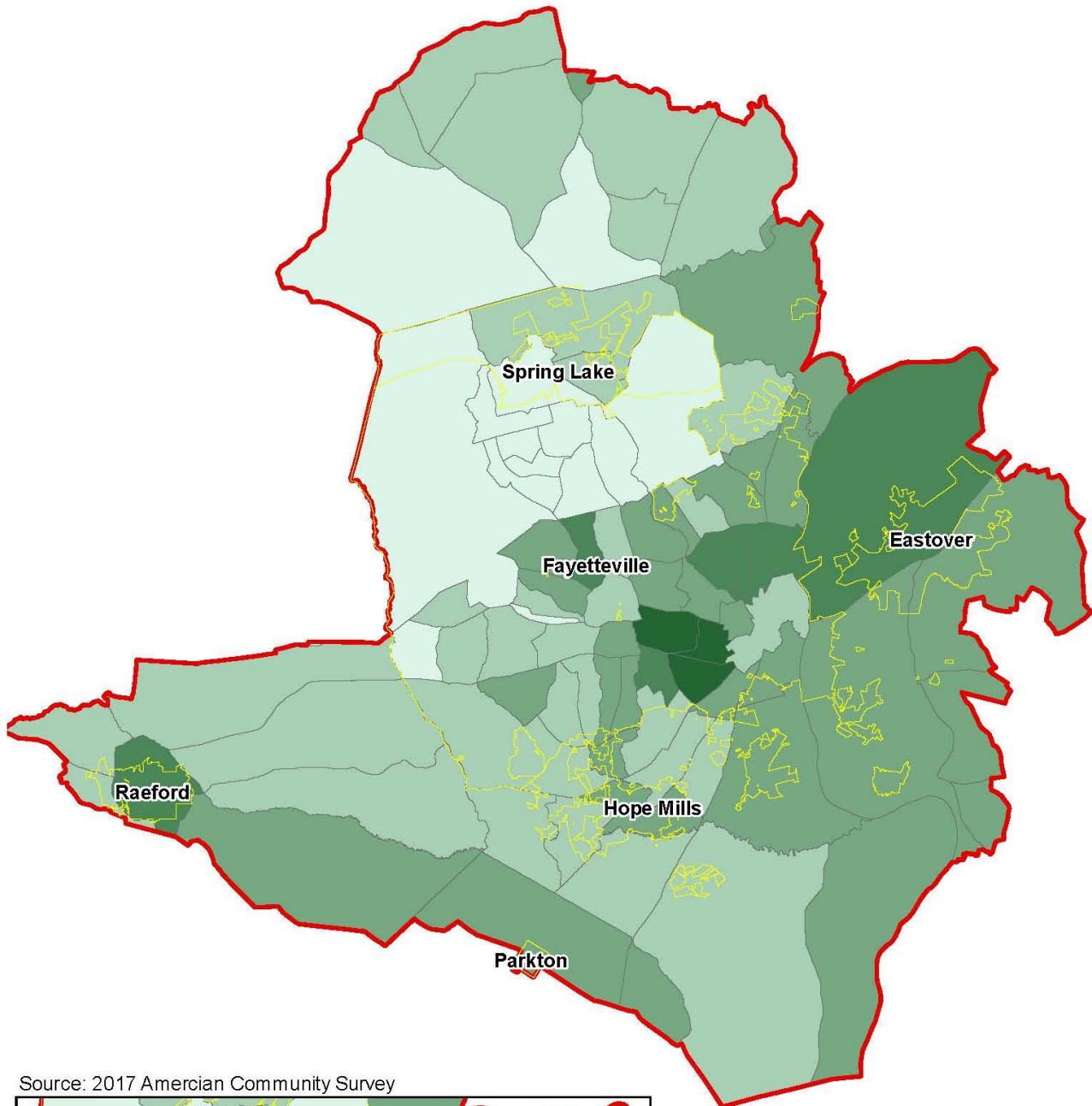
Source: 2017 American Community Survey



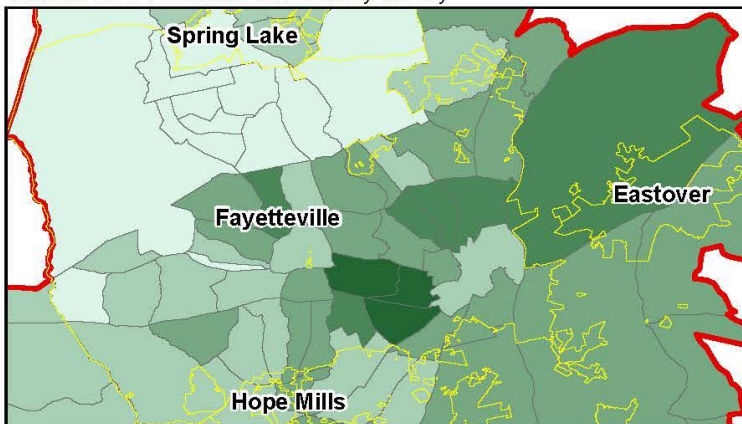
Percentage of Population Living Below Poverty Level

- 0 - 11
- 12 - 23
- 24 - 34
- 35 - 45
- 46 - 56
- Municipal Boundary
- MPA Boundary

Map 5 - Elderly Population



Source: 2017 American Community Survey



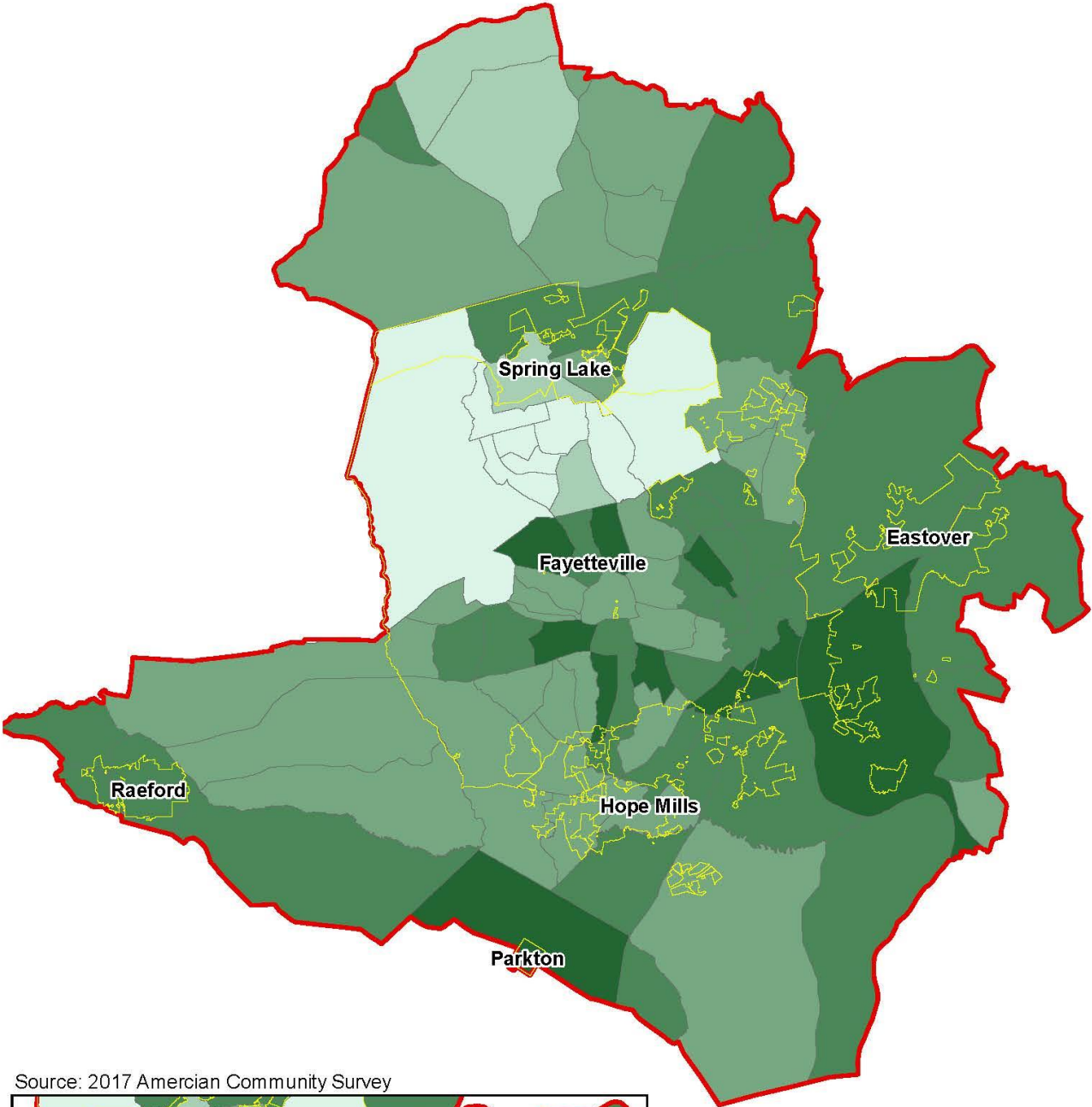
Percentage of Population 65 and Older

- 0 - 5
- 6 - 11
- 12 - 16
- 17 - 21
- 22 - 27

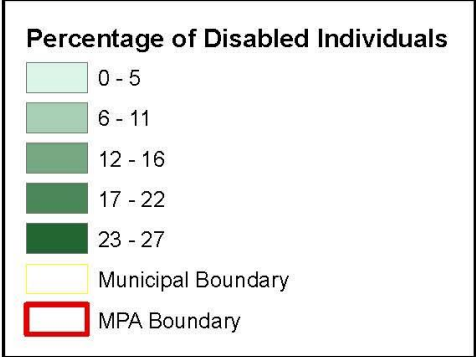
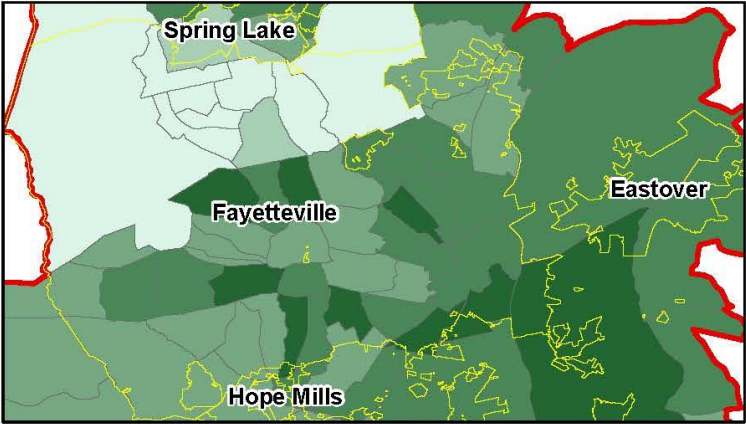
Municipal Boundary

MPA Boundary

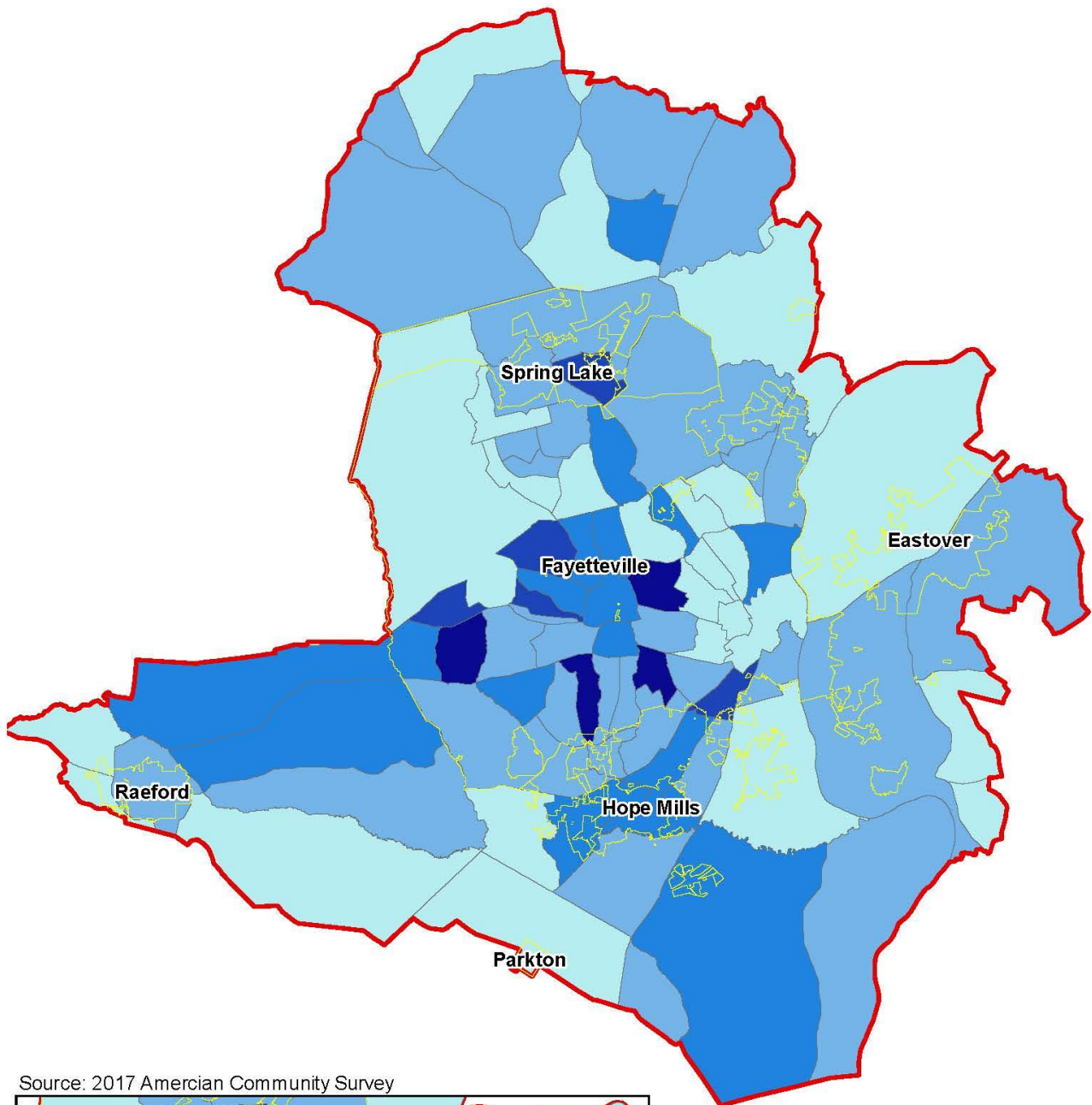
Map 6 - Disabled Population



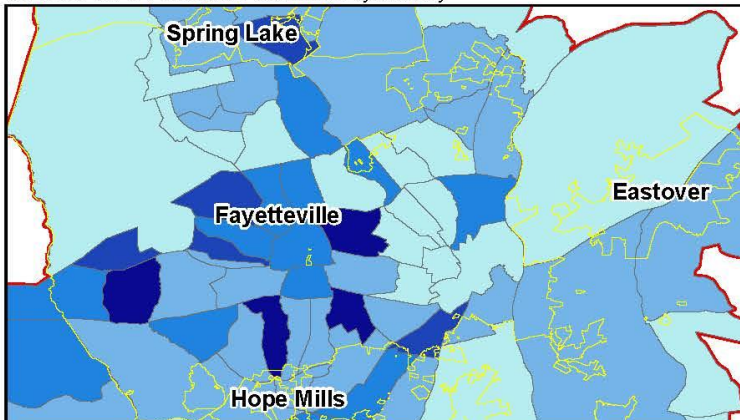
Source: 2017 American Community Survey



Map 7 - Linguistically Isolated Population



Source: 2017 American Community Survey

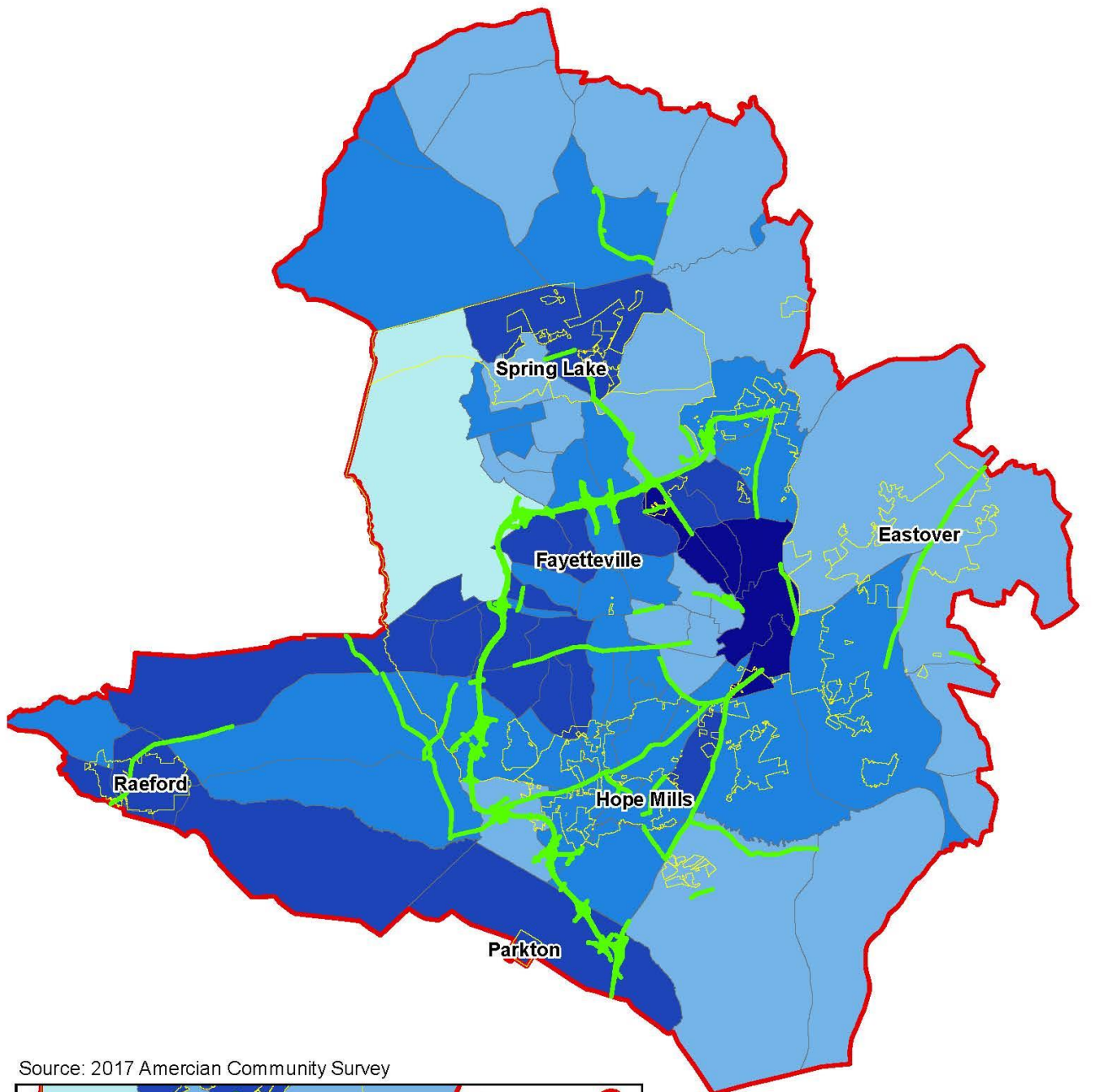


Percentage Population 18+ Speaking English less than "Very Well"

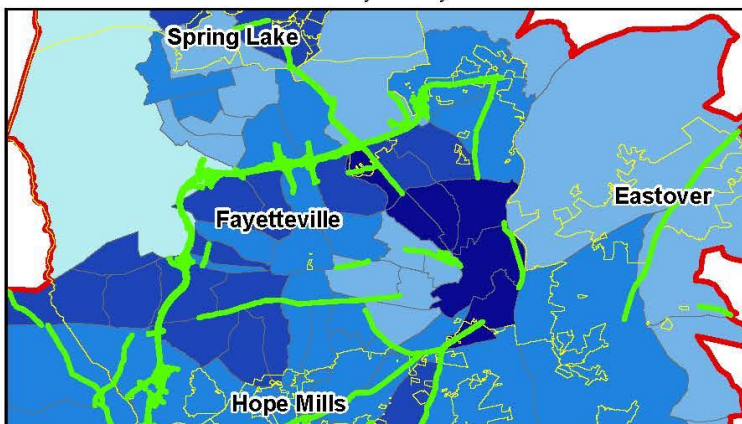
- 0 - 1
- 2 - 3
- 4
- 5
- 6 - 7

Municipal Boundary
MPA Boundary

Map 8 - Minority Population and Transportation Improvement Projects



Source: 2017 American Community Survey



Percentage of Population-Minority

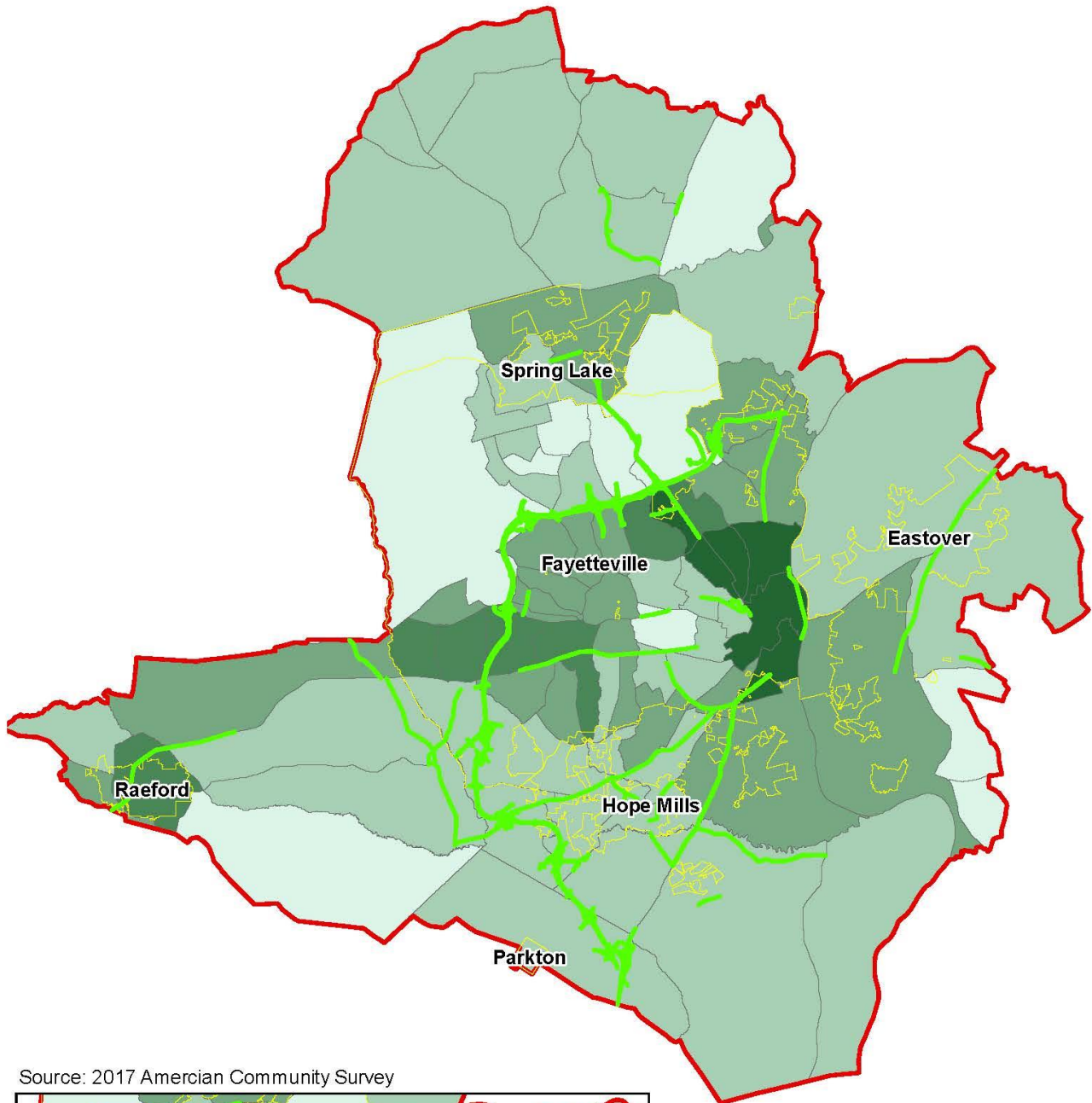
- 0 - 18
- 19 - 36
- 37 - 54
- 55 - 72
- 73 - 90

2018-2027 Draft MTIP Projects

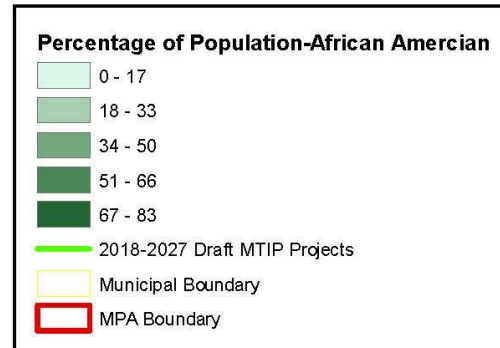
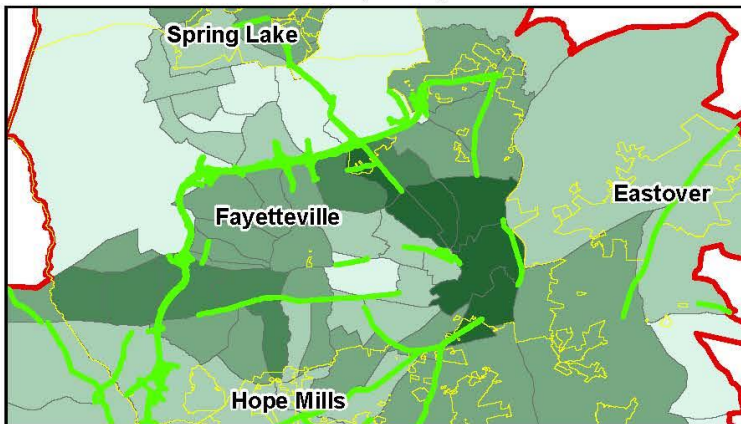
Municipal Boundary

MPA Boundary

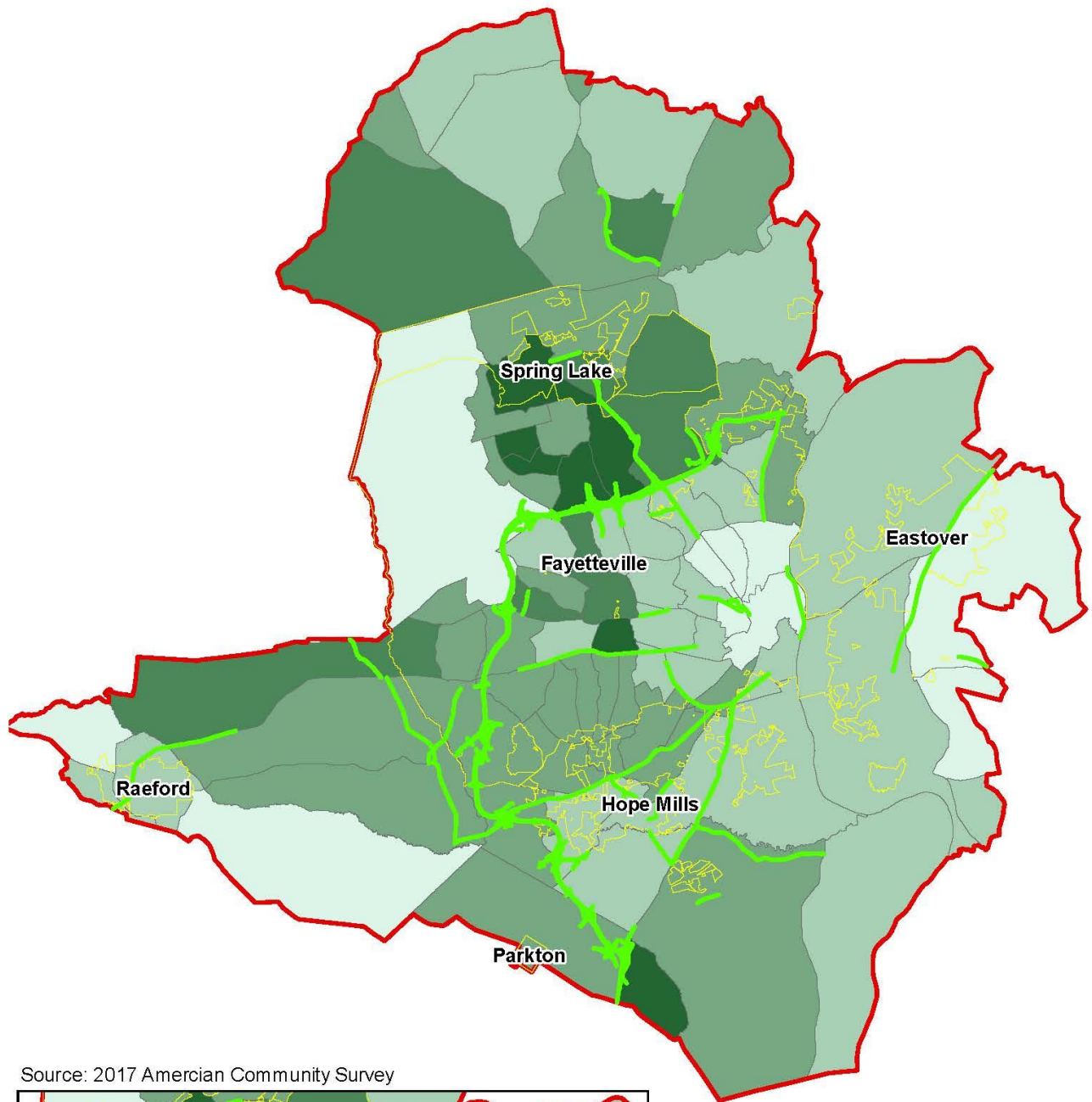
Map 9 - African American Population and Transportation Improvement Projects



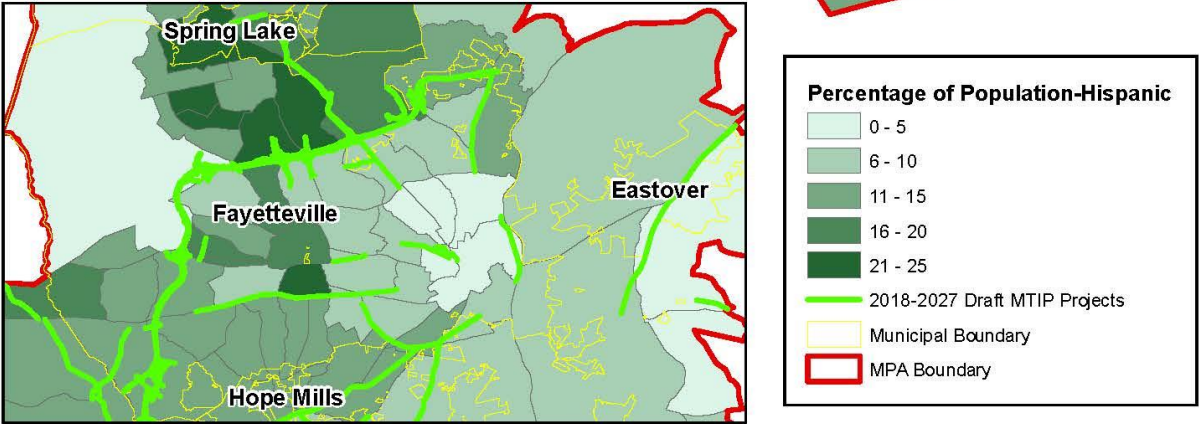
Source: 2017 American Community Survey



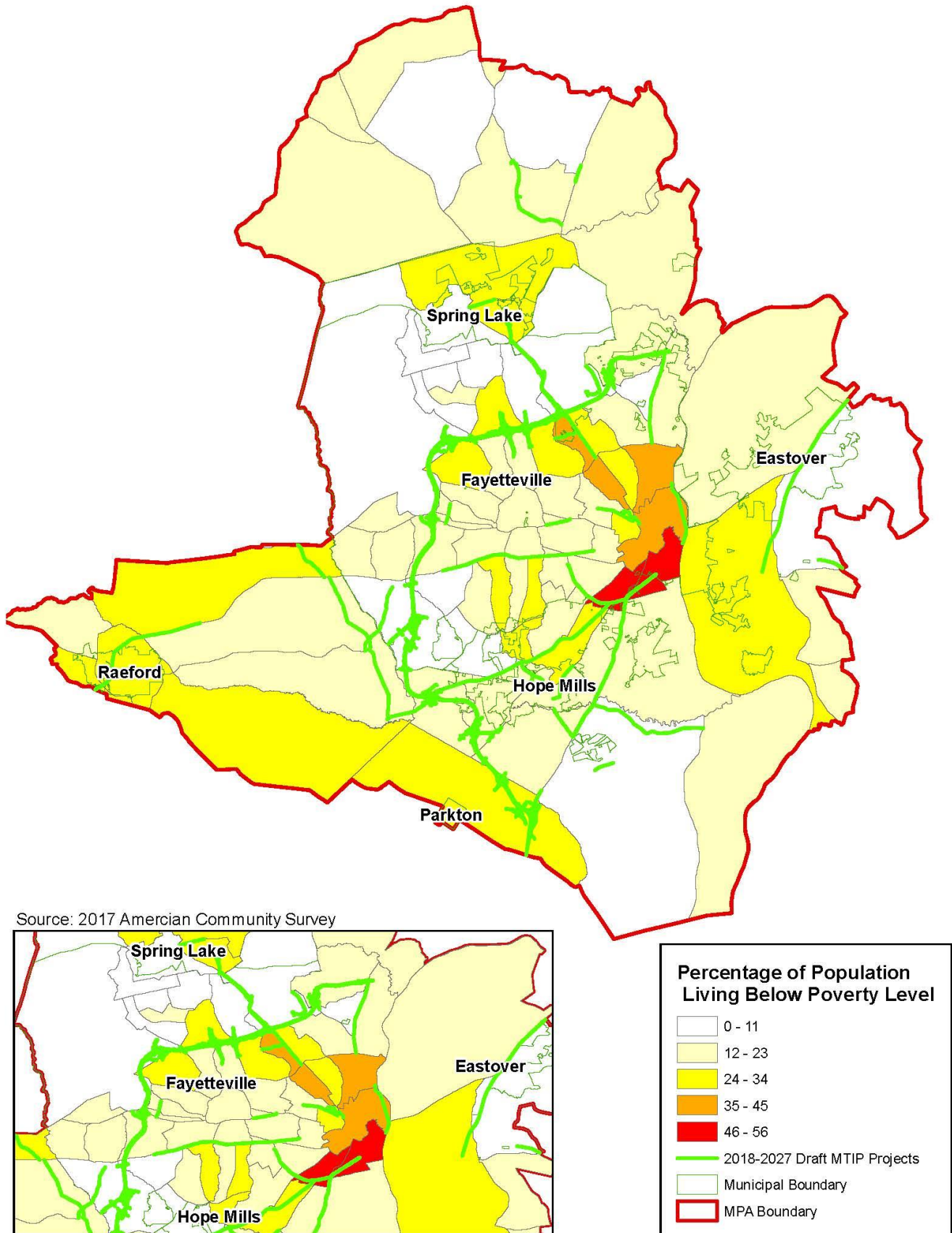
Map 10 - Hispanic Population and Transportation Improvement Projects



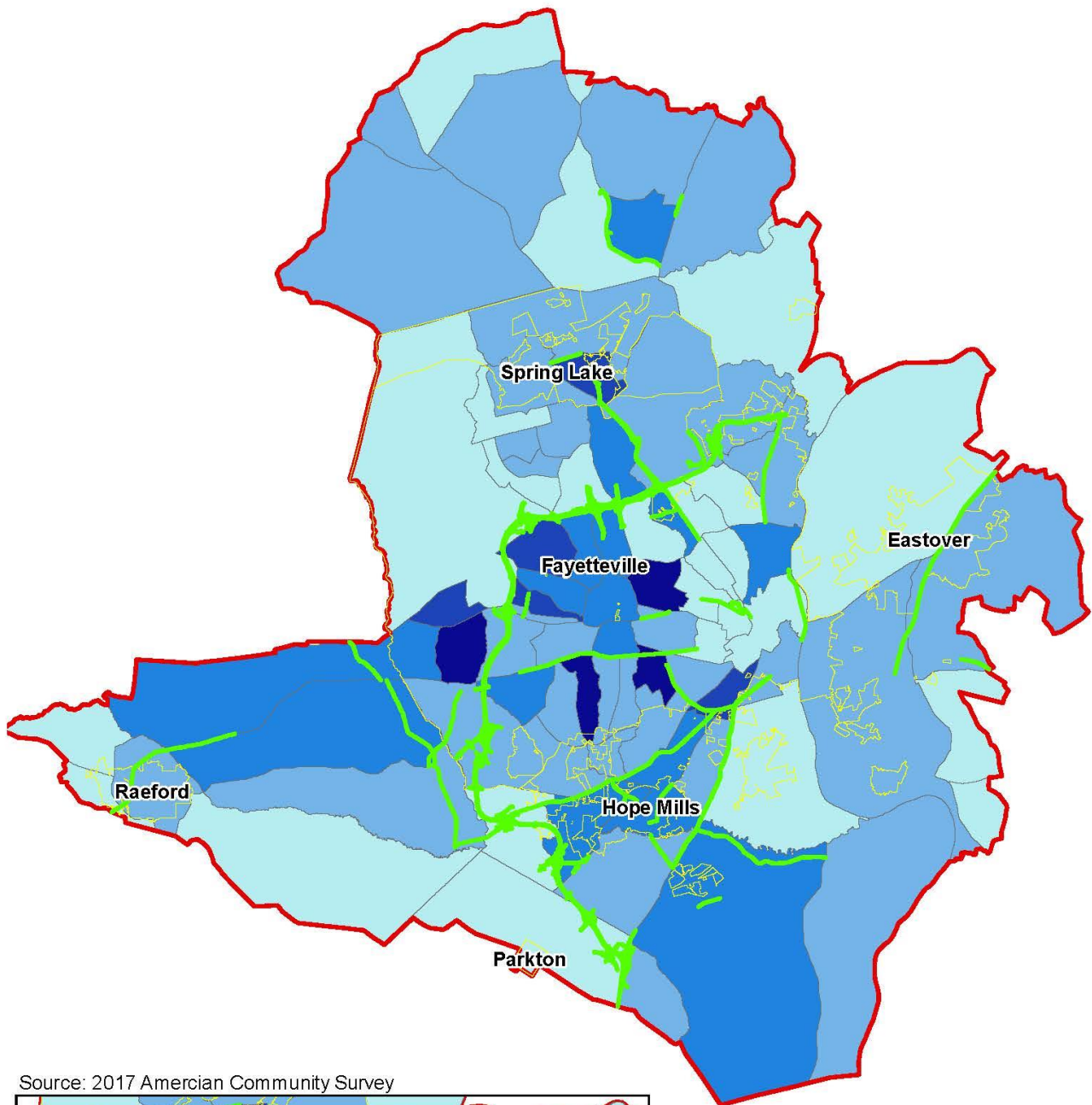
Source: 2017 American Community Survey



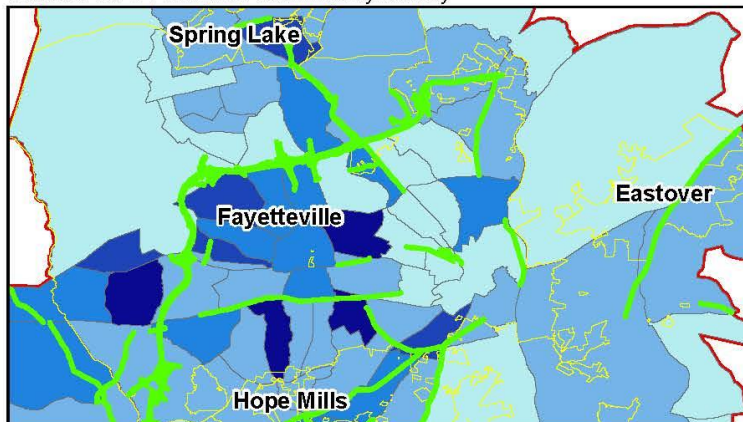
Map 11 - Low-Income and Transportation Improvement Projects



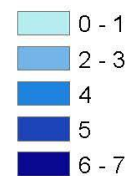
Map 12 - Linguistically Isolated Population and Transportation Improvement Projects



Source: 2017 American Community Survey



Percentage Population 18+ Speaking English less than "Very Well"

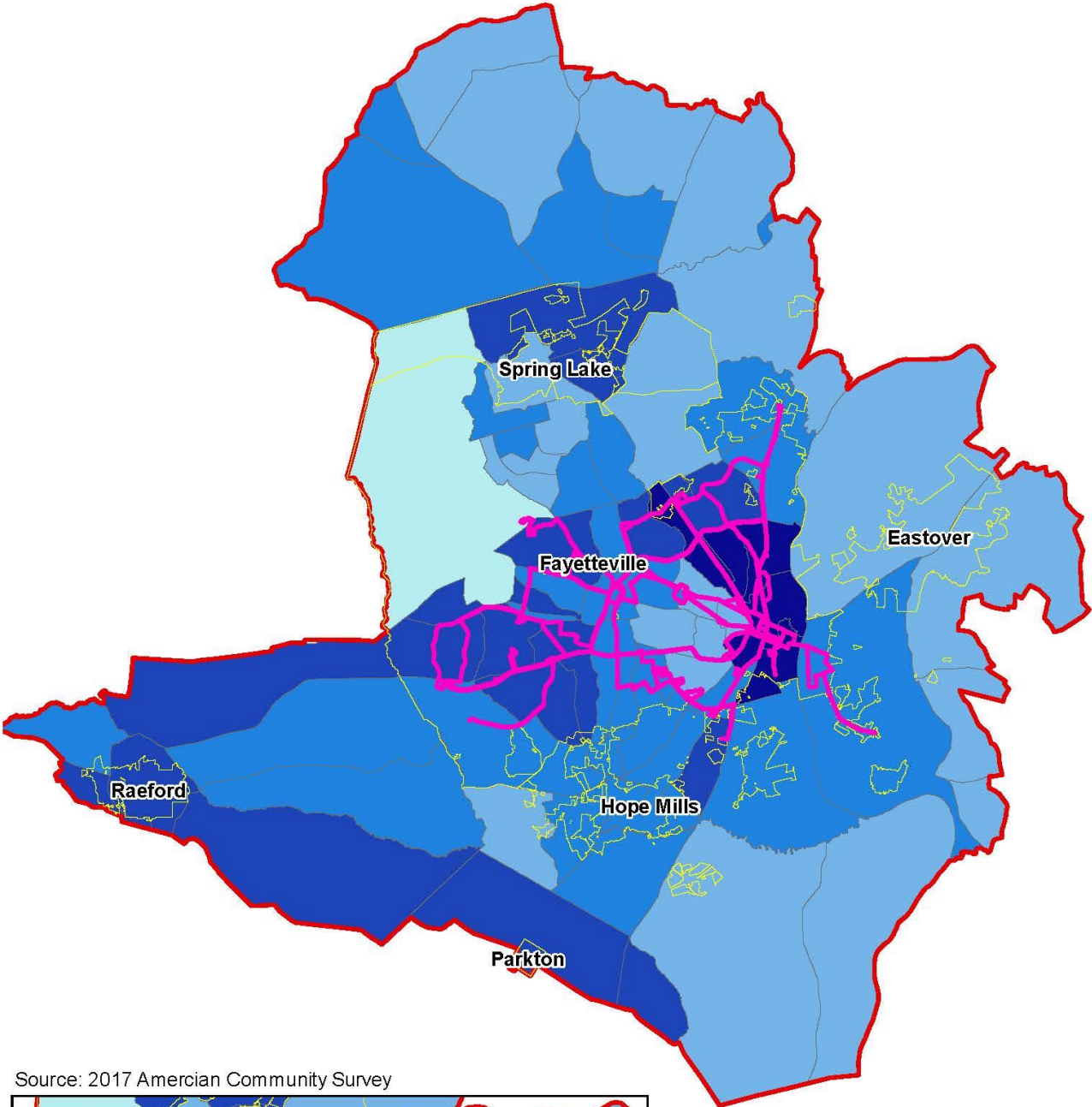


2018-2027 Draft MTIP Projects

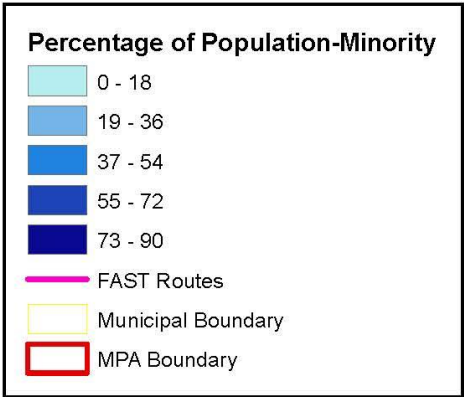
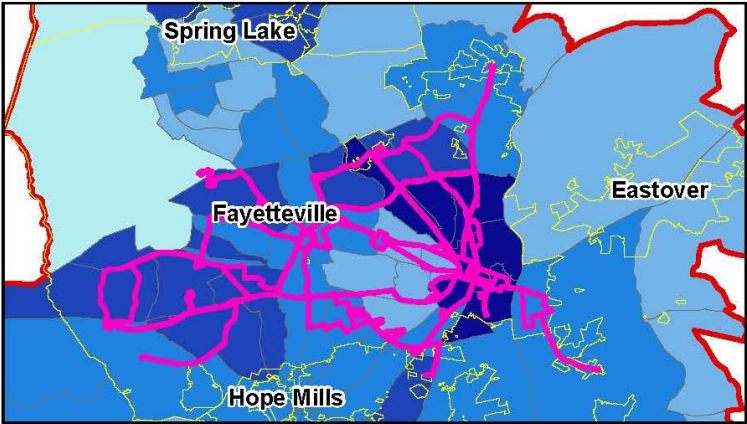
Municipal Boundary

MPA Boundary

Map 13 - Minority Population and FAST Routes



Source: 2017 American Community Survey



Reference - Poverty Thresholds 2018

Size of family unit	Related children under 18 years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual):									
Under age 65.....	13,064								
Aged 65 and older.....	12,043								
Two people:									
Householder under age 65.....	16,815	17,308							
Householder aged 65 and older.....	15,178	17,242							
Three people.....	19,642	20,212	20,231						
Four people.....	25,900	26,324	25,465	25,554					
Five people.....	31,234	31,689	30,718	29,967	29,509				
Six people.....	35,925	36,068	35,324	34,612	33,553	32,925			
Seven people.....	41,336	41,594	40,705	40,085	38,929	37,581	36,102		
Eight people.....	46,231	46,640	45,800	45,064	44,021	42,696	41,317	40,967	
Nine people or more.....	55,613	55,883	55,140	54,516	53,491	52,082	50,807	50,491	48,546
Source: U.S. Census Bureau.									

Reference - Poverty Guidelines 2019

Poverty guidelines are the other version of the federal poverty measure. They are issued each year in the *Federal Register* by the Department of Health and Human Services (HHS). The guidelines are a simplification of the poverty thresholds for use for administrative purposes such as determining financial eligibility for certain federal programs.

2019 HHS Poverty Guidelines

Persons in Family or Household	48 Contiguous States and D.C.	Alaska	Hawaii
1	\$12,490	\$15,600	\$14,380
2	\$16,910	\$21,130	\$19,460
3	\$21,330	\$26,660	\$24,540
4	\$25,750	\$32,190	\$29,620
5	\$30,170	\$37,720	\$34,700
6	\$34,590	\$43,250	\$39,780
7	\$39,010	\$48,780	\$44,860
8	\$43,430	\$54,310	\$49,940
For each additional person, add	\$4,420	\$5,530	\$5,080

Source: <https://aspe.hhs.gov/poverty-guidelines>

The Environmental Justice Plan was written by the
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